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USS MIDWAY (CV-41)  
COMMAND HISTORY 1987  
CAPTAIN R. A. WILSON, USN  
COMMANDING

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PART I

BASIC HISTORY 1987

A. (U) Command Organization.

1. (U) Commanding Officer, USS MIDWAY (CV-41):

Captain R. D. MIXON, USN, (b) (6) 1310; Commanding Officer  
22 June 85 - 10 April 87

Captain R. A. WILSON, USN, (b) (6) 1310; Commanding Officer  
10 April 87 - 31 December 87

2. (U) Commander Air Wing FIVE (CVW-5) embarked:

Captain M. L. BOWMAN; 01 January 87 - 07 November 87

Captain D.L. CARROLL; 07 November 87 - 31 December 87

B. (U) Summary of Operations/Basic History

9 Jan - USS MIDWAY (CV-41) marked the reactivation of Battle Group ALFA, RADM D.M. BROOKS, COMCARGRU 5 commanding, with it's departure from Yokosuka, Japan for a two and one half month cruise. Initial activity included Refresher Training (REFTRA), NAVY TECHNICAL PROFICIENCY INSPECTION (NTPI) and Advanced Training Assessment (ATA) operations in the South China Sea. ATA was conducted in two phases. First phase was from 15-17 February, during which ship/air wing safety and ASW Ops were evaluated. The ship anchored in Subic Bay 12-13 March to onload COMNAVAIRPAC and FLEET TRAINING GROUP ATA Observers. The final phase of ATA was conducted in the Subic Operating Area 14-16 March. Following highly successful completion of these milestones, MIDWAY returned to homeport on 20 March.

27 MAR - Vice Admiral Paul F. MILLER relieved Rear Admiral W. Lewis Chatham as Commander Seventh Fleet in ceremonies held in Hanger Bay One.

10 APR - Captain Richard A. WILSON relieved Captain Riley D. MIXON as MIDWAY's Commanding Officer in ceremonies in Hangar Bay One. Special guests included Vice Admiral Paul F. MILLER, USN, Commander Seventh Fleet, Rear Admiral Dennis M. BROOKS, USN, Commander Carrier Group FIVE, Vice Admiral S. HIGASHIYANMA, JMSDF, Commandant Yokosuka Naval District, and Vice Admiral A. TERAJ, JMSDF, Commander Fleet Air Force.

19 APR - With over 2,000 cookies as her calling card, Mrs. FIELDS, better known for 'Mrs. Fields' Cookies' extended an Easter Sunday visit to MIDWAY.

23 APR - MIDWAY departed Yokosuka to commence its second

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three month deployment for 1987. Upon completion of air wing CQ and EISRA 87 standardization trials, the ship commenced a southwest transit of the Philippine and South China Seas. Enroute Subic MIDWAY conducted exercises 29-30 APRIL with USS CONSTELLATION. The ship anchored in Subic Bay on 02 May to onload the remainder of CTF 70 personnel and to embark Captain R. B. MCKENNA, USN, Commander Destroyer Squadron 25 and his staff.

3 MAY - Departing Subic, the ship transited directly to Hong Kong for a six day port visit from 5-10 May. One day prior to anchoring, CTF 70/MIDWAY hosted 20 VIPs from Hong Kong including Mr. Michael SZE, Secretary for Trade, Brigadier Ian A. CHRISTIE, Deputy Commander British Forces, and Captain Christopher W. GOITO, RN, Captain-in-Charge Hong Kong. After a two day transit MIDWAY returned to Subic Bay for a 13-17 May port visit and upkeep. While inport Subic on 15 May, the Bangladesh Ambassador to the Philippines toured MIDWAY.

18 MAY - MIDWAY departed Subic en route East Australia operations via the San Bernadino Strait. MIDWAY conducted its first "Crossing the Line" in 1987 on 25 May, when over 2300 slimy Wogs underwent the traditional cleansing process, in position 00.00N/151.59E.

5 JUN - MIDWAY anchored at bouy #4, Sydney Harbor, the first U.S.N. aircraft carrier to visit since 1972. MIDWAY sailors were in the limelight during the ten day visit, during of visitors was the Honorable L.W. LANE, U.S. Ambassador to Australia. Members of the New South Wales Parliament and numerous VIP'S of the Australian Armed Forces also toured the ship.

26 JUN - MIDWAY conducted its second "Crossing the Line" ceremony for newly reported "Polywog" crewmembers when the ship crossed north of the equator at 260126K JUN in position 00.00N/151-53E.

30 JUN-1 JUL - Major General MARKS, USAF, Comanding General, Third Air Division, visited MIDWAY to observe HARPOONEX 87-1, which was conducted in the Philippine Sea east of Luzon 1-2 July. The Joint Missile Shoot included USN surface, subsurface and air assets, as well as USAF B-52's from Guam. Follow-on launches by the other participants had to be cancelled due to a fouled range. The target hulk was eventually sunk using conventional ordnance. Upon completion of that exercise MIDWAY commenced transiting west through the San Bernadino Strait.

3 JUL - Arriving in Subic Bay, Philippines for a port visit, the ship moored at Alava Pier, which was last used by MIDWAY in early 1985. Independence Day festivities were immediately followed by the arrival of CINCPACFLT's Propulsion Examining Board on 07 July, which marked official commencement of OPPRE. Once again MIDWAY Engineers proved they're the finest by passing their fourth consecutive OPPRE. On 10 July, the launch of VFA-195

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FA-18 Chippy 101 marked the 76,000th catapult shot from the port cat since recommissioning on 31 JAN 1970. After a three month deployment MIDWAY returned to Yokosuka on 13 July.

13 JUL - 17 SEP - MIDWAY remained inport Yokosuka, Japan.

15 JUL - Honorable James E. WEBB, Secretary of the Navy, visited Midway for a tour and brief on current issues.

24 AUG - Brigadier General PARK, ROKMC and Staff visit MIDWAY.

10 SEP - MIDWAY entertained thirteen Japanese guests, Captain HOWELL (CFAY) accompanied.

18 SEP - MIDWAY got underway to participate in ANNUALEX-62G, RADM E.W. CLEXTON Jr, COMCARGRU THREE, assuming duties as Commander Task Group SEVEN ZERO PT ONE. Schedule previously had MIDWAY pulling out on 17 SEP; however, due to bad weather conditions the Battle Group departed one day late. The U.S. participants included:

COMCARGRU THREE  
COMDESRON FIFTEEN  
USS MIDWAY CV-41/CVW-5  
USS TOWERS DDG-9  
USS COCHRANE DDG-21  
USS KNOX FF-1052  
USS LOCKWOOD FF-1064  
USS FRANCIS HAMMOND FF-1067  
Various USNS ships were also present.

Japanese participants included:

COMCORFLOT TWO  
COMCORFLOT THREE  
COMCORFLOT FOUR  
COMCORFLOT FOUR ONE  
COMCORFLOT FOUR THREE  
COMCORFLOT SIX ONE

Approx 20 Japanese DD's were also present, along with various support ships.

24 SEP - Annuaalex officially started, lasting until 28 SEP. Startex found the MIDWAY Battle Group in the vicinity of Okinawa, working its way back towards Yokosuka. Soviet Balzam AGI SSV-493 conducted survops of Battle Group ALFA and continued surveillance until 27 SEP.

28 SEP - Annuaalex offically ended; MIDWAY pulled back into homeport one day early due to bad weather conditions.

15 OCT - Battle Group Alfa, under command of RADM J.F. SHAW, COMCRUDESGRU 1, got underway for the Indian Ocean with extensive work-ups scheduled between Yokosuka and Subic Bay.

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16 OCT - Received message from COMNAVSEASYS COM WASH DC pertaining to motion/wetness improvement. Design effort for wetness corrections in progress, with planned modifications to improve MIDWAY's wetness problem; however, since the wetness corrections effectiveness was based in part on changes to the hull, these corrections will not solve components of wetness problem caused by interaction of ocean waves with (1) blister secondary bow wave and (2) waves generated by roll amplitude/rapid roll rate of the hull. Present plans include: spray rails, elevator no. 1 guiderail fairing, wave-deflecting bulwarks in elevator hull openings and bow knife. Plans for accomplishment of full blister modifications (notch, bulbous bow, blister shaving) have been deferred indefinitely.

2 NOV - VADM MILLER, COMSEVENTHFLT, visits MIDWAY.

3 NOV - VADM FETTERMAN, COMNAVAIRPAC, visits MIDWAY.

4 NOV - The EA-3B 'WHALE' made its last run from the decks of CV-41. The EA-3B'S deck space was replaced by a C-2 from VRC-50, which embarked MIDWAY on 9 November for the I.O. deployment.

5-9 NOV - While inport SUBIC BAY, short fused media coverage was encountered due to the recent assassination of a U.S. serviceman near Clark AFB and the timely arrival of BG 'A' inport.

9 NOV - While transitting the Philippine Sea, HS-12 lost a SH-3H helicopter (Speargun 615). Three of four crewmen were recovered; however, an enlisted aircrewman was lost at sea. Accident judged as a mechanical failure.

11 NOV - While transitting the SCS in vicinity of Cam Ranh Bay, CVW-5 aircraft intercepted three sets of Soviet MIG-23 FLOGGERS. CPA of the MIG's to CV-41 was 160NM.

17 NOV - BG 'A' inchooped IO/NAS, assuming responsibility for responding to NAS contingency requirements as of 170001Z NOV 87. Completed turnover with USS RANGER and escorts.

19 NOV - Operating from the decks of MIDWAY, a VAQ-136 EA-6B PROWLER (IRON CLAW 606) with crew of four was lost south of SRI LANKA. Acft launched in EMCON status during night time operations.

2 DEC - LAS VEGAS Entertainer WAYNE NEWTON performed two shows for the men aboard MIDWAY.

19 DEC - RADM McNamara, Chief of Chaplains, visits MIDWAY.

23-24 DEC - MIDWAY welcomed aboard Senator EDWARD KENNEDY for a two day visit with BG ALFA. Numerous issues were discussed with Senator KENNEDY, including MIDWAY's future,

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personnel, material condition, cost of living in Japan, MIDWAY retention, and several others of key interest to MIDWAY sailors.

24-25 DEC - THE BOB HOPE/USO AROUND THE WORLD CHRISTMAS SHOW was performed aboard MIDWAY on CHRISTMAS EVE, featuring CONNIE STEVENS and her two daughters, TRICIA and JOELY FISHER, BARBARA EDEN, MISS U.S.A. 1987-MICHELLE ROYER and country music star LEE GREENWOOD.

26 DEC - BEER DAY, all personnel are rationed two bottles of beer after 48 continuous days at sea.

31 DEC - MIDWAY welcomed in 1988 with a portcall at Mombasa, Kenya.

## 2. CARRIER AIR WING FIVE COMMAND ORGANIZATION

### a. (U) Commander, Carrier Air Wing FIVE:

Captain M. L. BOWMAN; 1 January 87 - 6 November 87

Captain D. L. CARROLL; 7 November 87- 31 December 87

### Composition of Command:

Strike Fighter Squadron ONE NINE FIVE: 12 FA-18 HORNET  
Commander P. D. MONEYSMAKER; 1 January - 31 December 87

Strike Fighter Squadron ONE FIVE ONE: 12 FA-18 HORNET  
Commander T. S. HEATH; 1 January - 31 December 87

Strike Fighter Squadron ONE NINE TWO: 12 FA-18 HORNET  
Commander R. G. FERVER; 1 January - 8 April 87  
Commander J. F. WILLIAMS; 9 April - 31 December 87

Attack Squadron ONE EIGHT FIVE 7 A-6E AND 2 KA-6D INTRUDER  
Commander W. J. MAGNAN; 1 January - 31 December 87

Attack Squadron ONE ONE FIVE: 7 A-6E and 2 KA-6D INTRUDER  
Commander P. D. CASH; 1 January - 31 December 87

Tactical Electronic Warfare Squadron ONE THREE SIX: 4 EA-6B PROWLER  
Commander D. B. MCKINNEY; 1 January - 14 May 87  
Commander J. N. GREENE; 15 May - 19 November 87  
Commander S. B. WESTOVER; 20 November - 31 December 87

Carrier Airborne Early Warning Squadron ONE ONE FIVE: 4 E-2C HAWKEYE  
Commander R. B. WEBER; 1 January - 5 January 87  
Commander F. S. ACHILLE; 6 January - 31 December 87

Helicopter Anti-Submarine Squadron TWELVE: 6 SH-3H SEA KING  
Commander W. D. YOUNG; 1 January - 31 December 87

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2. ~~(C)~~ Summary of CVW-5 Flight hours for 1987:

SQUADRON	HOURS	TRAPS
VFA-195	4916	1750
VFA-151	4667	1854
VFA-192	5133	1909
VA-185	3329	655
VA-115	4858	1728
VAQ-136	2062	744
VAW-115	2562	745
HS-12	4392	N/A

(U) Note: The foregoing summary includes figures for aircraft arrested landings (TRAPS) which differ from the figures in Annex A (Air Department). Air Department figures include all arrested landings while the foregoing figures are for Air Wing Five only.

~~(C)~~ Basic History: CVW-5 started 1987 preparing for shipboard operations. Navy landing practice (NLP) was flown at NAF Atsugi, NAF Misawa and MCAS Iwakuni. The airwing deployed 9 January conducting CQ in R-116 and cyclic operations enroute to Subic Bay from 12 to 23 January. The airwing participated in low levels, coordinated strikes, EW training, bombing and ACM sorties in COPE THUNDER 87-3. On 27 January, a simulated war at sea (WAS) strike conducted against USS KITTY HAWK and her battle group. After several days of cyclic operations, MIDWAY moored at Subic Bay. Inport from 2 - 11 February, the airwing conducted MISSILEX 87-1, as well as FCLP and unit level training. Upon departing Subic Bay, the airwing conducted six days of cyclic operations prior to another Subic inport period; FA-18 hook point failures required modification to the MIDWAY flight deck. While inport Subic, a contingency strike on Cubi as well as CSAREX's and WASEX's were flown. MIDWAY got underway for cyclic operations on 5 March. Maximum training was accomplished in preparation for the Advanced Training Assessment (ATA). CVW-5 stood down for two days as MIDWAY anchored again in Subic Bay on 12 and 13 March. From 14 until 18 March, CVW-5 participated in the ATA and conducted long range strikes, WASEX'S and normal cyclic operations. The airwing flew off to Atsugi on 19 March.

~~(C)~~ The remainder of March through 22 April was spent flying local sorties and NLP'S. During this period, CVW-5 supported Team Spirit 87 with FA-18 detachments to MCAS Iwakuni and Yechon AB, Korea. Navy Fighter Weapons School sent representatives to

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conduct Hornet Fleet Air Superiority training for the airwing. CVW-5 deployed and commenced CQ on 23 April in R-116. MIDWAY proceeded south conducting cyclic operations including a PASSEX with USS CONSTELLATION. MIDWAY anchored in Subic Bay on 2 May, while CVW-5 conducted MISSILEX '87.

The next two days were spent transiting towards Hong Kong with limited cyclic operations being conducted. From 5 to 9 May, CVW-5 enjoyed outstanding liberty in Hong Kong. On 10 May, the airwing commenced flight operations enroute Subic Bay. Exercise 'BEAR REACH' was conducted as well as cyclic operations. MIDWAY moored at Subic Bay on 13 May for five days. Resupply, MISSILEX 87-3 and liberty were highlights of the inport. Departing Subic Bay, Midway transitted south and conducted limited flight operations. As MIDWAY approached Australia, flight operations expanded due to increased training opportunities. Joint exercises were conducted with the Royal Australian Air Force, including GRIDEX'S with F-111's, power projection strikes, and DACT with Australian F/A-18's and Mirages. Low levels and close air support opportunities also provided invaluable training. On 5 June, MIDWAY anchored in Sydney Harbor and the airwing enjoyed ten days of fantastic liberty. Departing on 16 June, CVW-5 again was able to use Australian assets for training. BANNEREX's, low levels and bombing sorties were flown. During the transit north, limited cyclic operations were conducted, including long range strikes, WASEX's, and a HARPOONEX/SINKEX. MIDWAY moored in Subic Bay on 3 July for five days of liberty and upkeep. After departing on 8 July, cyclic operations were conducted enroute Yokosuka. The airwing flew off to Atsugi on 12 and 13 July.

~~(C)~~ The rest of July and all of August were spent conducting local ops as well as two major detachments. All three F/A-18 squadrons and VAW-115 conducted ACM and DACT with USAF F-15's at Kadena AB. The E-2's were able to practice aircraft control and link training. The combined training greatly enhanced airwing integration and E-2 combat readiness. The Hornet squadrons competed in several events while flying day and night bombing sorties. On 8 August, VA-115 went to Taegu, Korea for a squadron detachment. Low levels and bombing sorties were flown using excellent Korean facilities. On 15 and 16 August, CVW-5 supported the USS MISSOURI Battle Group by flying sorties from NAS Cubi Point. From 17 to 21 August, FA-18's conducted DACT with the 432nd TFW F-16's from Misawa and JASDF F-15's and F-4's from Nyutaburu.

~~(C)~~ The first of September saw CVW-5 conducting intensive NLP'S at Atsugi, Iwakuni and Yokota. The airwing was also tasked to provide air support for the USS BLUE RIDGE and USS OLDENDORF. MIDWAY departed Yokosuka on 18 September. Exercise ANNUALEX commenced on 23 September and gave the airwing the chance to interoperate with the Japanese in joint naval maneuvers. The airwing flew off to Atsugi on 27 and 28 September. CVW-5 then conducted intensive NLP'S in preparation for an Indian Ocean deployment.

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(C) CVW-5 departed Atsugi on 15 October and conducted CQ in R-116 and cyclic operations enroute the Subic operating area. The airwing also flew MINEX's, BANNEREX's, and conducted MISSILEX 87-4. EARNEST WILL and CONOPS exercises were practiced using USAF tanker assets. Unit training was also conducted sharpening bombing, low level and ACM skills. On 5 November, MIDWAY moored at Subic Bay for liberty. CVW-5 conducted its change of command with Captain D. L. CARROLL relieving Captain M. L. BOWMAN. With this change of command, CVW-5 incorporated the Senior Air Wing Commander concept. On 9 November, while conducting flight operations, HS-12 lost an SH-3H and a crew member at sea. Cyclic operations continued enroute to the Indian Ocean. A LINKEX with the Royal Singapore Air Force was conducted 14 November. On 19 November, VAQ-136 lost an EA-6B with all four crew members during night operations.

(C) On 24 November, MIDWAY and CVW-5 were on station in the North Arabian Sea conducting cyclic operations. On 28 November, the airwing conducted its first EARNEST WILL operation. USO tours provided an outstanding show when Wayne Newton performed twice on 2 December. The Airwing performed another EARNEST WILL on 4 December. On 11 December, CVW-5 conducted an ENCOUNTEREX with the USS IOWA and USS TICONDEROGA. Cyclic operations were conducted through 24 December. MIDWAY and CVW-5 were entertained by Bob Hope and his USO show on Christmas Eve. On Christmas day, the MIDWAY transited south towards Mombasa, Kenya. Enroute, the air wing conducted cyclic operations including a WASEX and DACT with the French. On 31 December, MIDWAY anchored in Mombasa.

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## PART II

### DOCUMENTARY ANNEXES

#### A. MAJOR DEPARTMENTAL REPORTS.

##### 1. (U) OPERATIONS DEPARTMENT:

###### a. (U) Combat Direction Center (CDC):

~~(C)~~ In January 1987, MIDWAY departed Yokosuka, Japan for REFTRA AND ATA operations in the South China Sea. MIDWAY successfully completed REFTRA and ATA with a grade of outstanding and overall score of 97.8 by exercising each warfare area with numerous AAWEX'S, WASEX'S, opposed strikes ashore, ASW and torpedo exercises, tracking, EMCON, and JAMEX'S. Using Subic Bay as a base of operations for repairs and supplies, MIDWAY remained in South China Sea for routine operations. During this period MIDWAY conducted an unprecedented "BEAR REACH" exercise in which Soviet TU-95's were intercepted shortly after takeoff at CRB, over 530NM from CV-41 without external tanking assets. MIDWAY returned to homeport Yokosuka in late March.

~~(C)~~ In April, MIDWAY departed Yokosuka for eastern Australia operations, with interim port visits at Hong Kong and Subic. Enroute to Hong Kong MIDWAY conducted joint Link 11 operations with USAF AWACS out of Kadena AFB Okinawa, Japan. After transiting the Solomon Sea, MIDWAY conducted valuable OTH targeting training with the Royal Australian Navy (RAN). MIDWAY provided escort/intercept and close air support for joint amphibious operations off the northeastern coast of Australia. Joint naval operations included several WASEX'S, DACT with Royal Australian Air Force (RAAF), HARPOONEX's and culminated in a joint AAW problem against the RAAF. Upon MIDWAY'S departure from Sydney, successful live missile firings and CIWS firings against banners and towed targets were completed. Joint operations with the RAN continued until MIDWAY'S transit into the Solomon Sea. During the return transit to Subic, HARPOONEX '87 shoot with B-52's, surface ships, and airwing assets was conducted. The airwing scored a direct hit with the TM missile, then sank the target with a superb demonstration of conventional weaponry. After a brief inport visit to Subic, MIDWAY proceeded to Yokosuka for a short yard period and preparations for our upcoming Indian Ocean deployment.

~~(C)~~ In September, MIDWAY was underway for joint operations with the Japanese Maritime Self Defense Force (JMSDF) in ANNUALEX 62-G. The exercise entailed a five day transit through three choke points opposed by eight diesel and nuclear submarines. MIDWAY'S performance accounted for two confirmed kills and no successful attacks on MIDWAY.

~~(C)~~ In October, MIDWAY deployed for Indian Ocean and North Arabian Sea operations. Transiting through the South China Sea,

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MIDWAY conducted intensive training for terrorist aircraft, fast patrol boats, and Middle-East ROE situations. Extensive power projection ashore and several successful BPDMS and CIWS live firings were completed. Arriving on 'Gonzo Station' on November 24th, MIDWAY had participated in three reflagged oil tanker escort missions through the Straits of Hormuz before year's end.

b. (U) Meteorology:

(U) In 1987, OA division participated in and supported CVBG operations in the South China Sea (REFTRA/ATA), South Pacific Ocean (Eastern Australia Ops), Northern Philippine Sea (ANNUALEX 62-G) and Indian Ocean (North Arabian Sea escort operations). No weather related mishaps or incidents occurred in 1987.

(U) Throughout 1987, OA division expanded environmental support provided to MIDWAY, CVW-5 and all embarked staffs. This increased support required the complete rebuilding of the division's workspace, installing the latest environmental data processing systems and completely revising and expanding the environmental product line provided to BG ALFA. This effort resulted in increasing support to the Battle Group tenfold.

(U) During a short three and a half week inport period in March, the division gutted the oceanography office, repositioned and rebuilt workstations resulting in the efficient use of available space. While rebuilding the workspace, the oceanography division spearheaded acquisition of the new tactical environmental support system (TESS) and was the first CV to have the integrated command ASW prediction system (ICAPS) upgrade installed. The addition of these two processing systems greatly expanded support capabilities and timeliness of forecast support.

~~(C)~~ Innovations in ASW environmental forecasts greatly assisted the ASW module recently installed aboard. MIDWAY'S daily water mass analysis and sonar performance predictions superbly supported the newly instituted ASW effort within BG ALFA. Initiatives such as acquiring portable expendable bathythermograph system, to directly sample water mass characteristics, greatly increased timeliness of acoustic forecasts and made the oceanography division a real-time player in all ASW prosecutions. Developing and supervising a major XBT sampling effort of the Nicobar Straits increased the oceanographic knowledge of this important choke-point area. The resulting analysis of this study will surely improve USN ASW capability in this region.

~~(C)~~ Specific initiatives and achievements during 1987 include:

a. developed and implemented first satellite transmitted weather facsimile broadcast, improving fleet weather facsimile reception in the Indian Ocean. Previous to this effort, facsimile support was usually unavailable, due to poor atmospheric propagation

conditions and interference. Provided outstanding typhoon forecasting support to MIDWAY and deployed staffs during the close passage of nine typhoons during the last 12 months. In all cases, professional and highly accurate forecasts were provided preventing personnel injury and damage to MIDWAY and the rest of BG ALFA.

b. Provided comprehensive current analysis of the Straits of Hormuz and the Gulf of Oman to assist in floating mine detection and avoidance for COMCRUDESGRU ONE.

c. (U) Intelligence

(U) MIDWAY's Intelligence function, comprised of CVIC, the Photo Lab and NAVSECGRU division, provided consistently outstanding and timely support to staff, ship and the airwing during 1987.

~~(C)~~ CVIC served as intelligence reporting authority for Battle Group Alfa, originating 399 high precedence MARREP messages. In addition, CVIC produced 39 high quality intelligence information reports, forwarding photography on high interest units, including Soviet MIG-23 Floggers, a Soviet arms carrier and a Chinese hydrographic research ship. During the ATA, CVIC provided outstanding support to CVW-5 for a highly successful READIEX BRAVO and, throughout the reporting period, provided superior contingency planning support for countless operations ranging from the south and northwest Pacific to the South China Sea and the North Arabian Seas. During North Arabian Sea operations, CVIC became an integral component of anti-surface warfare commander, providing pre and post-flight liaison and data base quality control maintenance for white contacts in the OTCIXS/HITS broadcast. Also responsible for special incident reporting and rules of engagement training aboard MIDWAY, CVIC originated 19 timely, accurate OPREP-3/unit sitreps during CY-87 and provided thorough training to watchstanders and timely responses to all ROE exercises during CY.

(U) MIDWAY Photo Lab sustained an unparalleled performance record during this period, providing superior, timely products for over 3,600 separate job requests. Included in that number were time-sensitive, high visibility job requests documenting significant intelligence events and numerous VIP visits. The Photo Lab also made key contributions to airwing collection capabilities, enhancing 35mm handheld photography through a training video/program and acting as the driving force behind utilization of FA-18 FLIR and strike recording cameras as intelligence collection assets. The Photo Lab also initiated operation BLUE BANNER, which has reduced the time elapsed between aircraft touchdown and hot print production to less than ten minutes. Outstanding grades were achieved on all graded inspections, including a surprise command 3-M inspection.

~~(C)~~ NAVSECGRU division was an integral part of the



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successful indications and warning network for foreign airborne surveillance evolutions targeted against BG ALFA. The necessary liaison with CDC was outstanding, routinely insuring adequate warning for acceptable intercept and escort. NAVSECGRU division also provided direct support to numerous staff components aboard MIDWAY during CY 87 (over 763,000 messages were processed by the SI COMM center), while providing outstanding, coherent product reporting to national SIGINT organizations. Regarding compartmented billet administration, NAVSECGRU division assisted transition of CVW-5 to SCI access and maintained in excess of 240 billets on a day-to-day basis, submitting 50 SBI's this CY. Responsible for the installation of numerous equipment aboard CV-41 during past year, NAVSECGRU division was specifically noted by NCRJ for superior support during TRUBUTARY installation. During workups and subsequent extensive operations throughout Pacific/Indian Ocean, NAVSECGRU division conducted SIGSEC/TELSEC training and monitoring.

~~(C)~~ For Ships Signal Exploitation Space (SSES), the Indian Ocean deployment was a series of intense operations involving coordination with six other BG ALFA CDSE's, supporting Earnest Will escort operations, Soviet aerial reconnaissance flights and occasional encounters with units of other nations.

d. (U) AIR OPS/CATCC

(U) During CY87 AIR OPS approached the task of training a "new" crew on new equipment, "Carrier Air Traffic Control Center/Direct Altitude Indicator Readout" (CATCC/DAIR), prior to deploying to the Indian Ocean. The major emphasis was placed on equipment operation and correct control procedures. The intense training program produced a highly qualified and professional CATCC team. The six month deployment which commenced in October 87 sharpened the skills of all qualified controllers and built a strong nucleus crew for CY-88.

(U) Air Ops served as the Logistic Coordinator for Battle Group Alfa. This entailed over 5000 passenger movements and processing 400,000 pounds of mail and 325,000 pounds of cargo. Additionally, civilian and military dignitaries from Australia, Singapore, Oman and Kenya were hosted by Air Transport Office personnel. American distinguished visitors included Admiral Hays (CINCPAC), RADM Brooks (CJTfME), MGEN Record (DCJTfME), RADM McNamara (Chief of Chaplains), Senator Kennedy and Congressmen Davis and Ravenal. The most enjoyable task was transporting two USO shows, the first starring Wayne Newton and the Christmas Eve Special starring Bob Hope, Barbara Eden, Connie Stevens, Lee Greenwood and Miss USA.

~~(C)~~ During CY-87, the following Case III ACLS approaches were requested and accomplished:

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Approach Mode	Number Requested	Number Completed
Mode I	7	0
Mode IA	9	1
Mode II	2400	1727
Mode III	204	300
ICLS	0	1418
OTHERS	0	137

~~(C)~~ In addition, the following PQS qualifications were completed during CY87:

Air Operations Specialist (NAVEDTRA 43496-6Q1)	22
Air Operations Supervisor (NAVEDTRA 43496-6Q2)	13
ACLS Final Controller (NAVEDTRA 43496-6Q3)	5
Departure (Tanker) Controller (NAVEDTRA 43496-6Q4)	8
Marshall Controller (NAVEDTRA 43496-6Q5)	5
Approach Controller (NAVEDTRA 43496-6Q6)	4
CCA Supervisor (NAVEDTRA 43496-6Q7)	3
3M 301	7
General DC	7
DCPO	1
Flight Deck	4

(U) History:

Mode I, II, III:

JAN-MAR

Requested / Received

I	1	0
IA	0	0
II	438	380
III	40	78

APR-JUN

I	1	0
IA	1	0
II	504	317
III	67	85

JUL-SEP

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I	0	0
IA	0	0
II	302	213
III	16	38

## OCT-DEC

I	5	0
IA	8	1
II	1156	817
III	81	99

## (U) Launches / Recoveries:

	JAN L / R	FEB L / R	MAR L / R	APR L / R	MAY L / R	JUN L / R
CASE I	81/73	39/31	48/41	16/12	51/40	67/47
CASE II	0/0	0/0	1/1	6/3	2/2	4/2
CASE III	29/33	5/11	16/21	9/14	9/19	3/15

  

	JUL L / R	AUG L / R	SEP L / R	OCT L / R	NOV L / R	DEC L / R
CASE I	19/17	0/0	25/20	51/40	65/42	66/36
CASE II	0/0	0/0	3/2	0/1	0/1	2/2
CASE III	2/2	0/0	6/9	14/24	31/51	27/36

## e. ELECTRONIC MAINTENANCE

~~(C)~~ Weapon systems performed in fine fashion throughout 1987. CIWS was operational 92% of the time; BPDSMS was operational 97% of the time. CIWS conducted five successful towed target firing exercises, two of which were with the Royal Australian Air Force. BPDSMS conducted three successful line firing/towed target exercises, scoring two direct hits.

~~(C)~~ Additionally, MIDWAY's radar performed admirably. Overall 1987 was a year of high maintenance, resulting in an improved combat systems package, which was culminated with a year ending with zero CASREPS.

~~(C)~~ Computer equipment was maintained in excellent condition, helping MIDWAY meet all operational commitments. During the IO deployment a condensation problem was discovered on the OA-7979 (V4)/UYA-4 display consoles. This problem was resolved by instituting a policy that the blowers remain on at all times.

~~(C)~~ There were no significant problems with communications equipment during the past year. OEC division managed to maintain an overall equipment up-time of over 90%. Though MIDWAY has not experienced equipment difficulties because of our remote area of operations, the ship has had equipment down-time, the majority of

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which was due to slow delivery of replacement parts.

## 2. (U) SUPPLY DEPARTMENT HISTORY

(U) 1987 was an intense year operationally, throughout which the Supply Department proved its ability to sustain a peak level of readiness in all aspects of supply operations. From the intensive post-EISRA workups of the first quarter that culminated in a successful REFTRA and Advanced Training Assessment, through the three month Battle Group Alfa visit to eastern Australia, and into a full-fledged deployment to the North Arabian Sea, Supply provided a superior level of service to all customers.

(U) The SMI (Supply Management Inspection) conducted in May documented the excellent condition of all Supply service divisions, and noted that the readiness-related divisions had the organization and the procedures in place to emerge from the recent EISRA period as a frontrunner in Supply Support among PACFLEET CV's.

(U) The June visit to Sydney, Australia tested the ability of supply to maintain full support for the ship and CVW-5 during an extended period outside of normal supply channels. Of particular note was the airhead operation at RAAF Richmond, where a small MIDWAY LOGDET coordinated the movement of more than 200 passengers and 200,000 pounds of cargo for the Battle Group.

### a. (U) FINANCIALS:

The three branches of S-1 Division - Stock Control, Financials, and Procurement - successfully supported the MIDWAY and embarked airwing throughout 1987. From REFTRA to the Indian Ocean, S-1 requisitioned or purchased thousands of parts and consumables while accounting for over \$35 million in OPTAR dollars. Additionally, Stock Control maintained the records for the ship's \$200 million, 92 thousand line item inventory. S-1 Division's professionalism exemplified their motto "READINESS WITH ACCOUNTABILITY".

### b. (U) FOOD SERVICE DIVISION:

During 1987 S-2 actively pursued a more stringent vector control program in cooperation with the Medical Department. During the short work-up periods while inport, a bank of eight new convection ovens, two new bulk ice dispensers and one new scullery machine were installed and made fully operational. In ports visited, S-2 operated satellite messes to serve the crew a variety of fast food items in a picnic-like atmosphere. S-2 competed in the annual SMI, receiving an overall grade of excellent. S-2 competed in the Third Annual Cake Decorating Contest in Subic Bay and took top honors in all categories. In October, the ship deployed for the Indian Ocean with Thanksgiving and Christmas dinners being served under arduous conditions, promoting crew morale. Many command functions such as Pizza

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Night, Hamburger Heaven, and Hot Dog Night were supported by the Food Service Division.

c. (U) RETAIL SALES/SERVICES DIVISION:

S-3 recorded a total stock turn of 4.35 for calendar year 1987, one of the highest ever recorded by an aircraft carrier in AIRPAC. All ship's stores were renovated. The Walk-in Store and the Aft Smokeshop were converted into multi-sales outlets providing better service and a wider selection of items to purchase. The Forward Smokeshop was converted into MIDWAY's first Tailor Shop. The Soda Fountain was renovated into a dual purpose ice cream parlor and geedunk store. Eleven new video games were added for the crew's enjoyment during off duty hours. S-3 generated over \$4.2 million in sales, with over \$160,000 contributed to the ship's Welfare and Recreation Fund. The laundry and dry cleaning plant processed more than 2,920,000 pounds of laundry and the barber shops gave over 70,000 haircuts. The hard work performed by S-3 personnel was instrumental in maintaining MIDWAY's high morale during her more than 185 days of underway time.

d. (U) DISBURSING DIVISION:

During 1987, S-4 consistently improved customer service, greatly enhancing crew morale. Disbursing coordinated money exchange in Sydney, Hong Kong, and Mombasa. Keeping the crew's pay accounts in order was the top priority as the MIDWAY logged 185 days away from her homeport. Continued implementation of computer software dramatically decreased the waiting time for travel claims and streamlined the returns process.

e. (U) WARDROOM DIVISION:

The Wardroom maintained more than 300 spaces and served meals around the clock in two wardrooms. S-5 hosted two USO shows featuring Wayne Newton and Bob Hope. S-5 Division continued to upgrade its service to its more than 400 patrons, making it the finest "floating hotel" in WESTPAC.

f. (U) AVIATION STORES DIVISION:

S-6 efficiently supported the airwing both afloat and ashore throughout 1987. This operational support ashore to the airwing is unique to MIDWAY, as no other S-6 provides full support to its airwing while in homeport. Prior to departing for east Australian operations, the division transitioned to the Nalcomis Repairable Management Module (NRMM), creating an extensive training requirement while continuing to support the airwing. During the Australian cruise the division underwent a Supply Management Inspection with a follow-up upon the return to Yokosuka that noted significant improvements in the division. S-6 supported airwing operations at Atsugi, Taegu, and other WESTPAC sites during the inport periods. Upon departure for the

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Indian Ocean, S-6 continued to provide exceptional support, allowing CVW-5 to experience high aircraft readiness while continuing the upward trend in all divisional statistics.

g. (U) AUTOMATED DATA PROCESSING DIVISION:

S-7 implemented one major revision and two new on-line software systems during 1987. In January, the Native Mode Aviation 3M/NAVFLIRS was installed. This was followed by NRMM in July. Additionally, S-7 assumed responsibility for microcomputer support for the ship. In July, the ship received and S-7 registered, delivered, and assisted in the installation of 42 Zennith Z-248 micros. Hardware was expanded in August with the completion of the 'C' upgrade to the Honeywell system. This expansion included 20 additional terminals, ten ASPI printers, and one B-300 line printer, for a total of 102 terminals, 45 ASPI printers, and three line printers.

h. (U) STOCK CONTROL DIVISION:

S-8 continued to provide excellent support to MIDWAY and CVW-5 throughout 1987. Managing over 85,000 line items, S-8 showed dramatic improvement in both effectiveness and location accuracy. This can be attributed to an aggressive reorder, requisition validation, and location audit program. The true test of S-8's ability to support came during the frequent at sea periods and Indian Ocean deployment. Though removed from ready support channels, S-8 provided the needed support that enabled both MIDWAY and CVW-5 to enjoy unsurpassed readiness during operations in the North Arabian Sea.

i. (U) LOGISTIC SUPPORT CENTER:

The Logistic Support Center was created to improve the supply support for maintenance related activities on the MIDWAY and CVW-5. It was intended to be a one stop customer service division designed to provide work centers with the logistics support elements, configuration baseline, tech manuals, COSAL technical documentation, repair parts analysis, and other support required to get their jobs done. The LSC was manned around the clock by specially trained technicians. Additionally the LSC handled challenges on overpriced items in the BOSS (BUY OUR SPARES SMART) Program. Since the establishment of this division supply support efficiency has improved dramatically the corrective and preventive maintenance of shipboard equipment.

3. (U) ENGINEERING DEPARTMENT:

(U) 1987 saw the Engineering Department perform effectively through the full range of operations. Starting with refresher training in January, to sea trials for David Taylor Research Center, in conjunction with data collection on the 'blister' induced roll problem in April 1987, to extended operations in the North Arabian Sea and Indian Ocean in December, MIDWAY engineers

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"answered all bells." During the year, Engineering Department passed the type commander's annual 3M inspection, conducted a highly productive availability with SRF Yokosuka, and provided support to all departments during a successful two and one-half month south Pacific cruise. The highlight of the year was the fourth consecutive satisfactory Operational Propulsion Plant Examination, a record for Pacific Fleet aircraft carriers, in July. In October, MIDWAY departed her homeport of Yokosuka for an extended deployment and the Engineers closed out 1987 steaming at anchor off Mombasa, Kenya.

a. (U) Auxiliaries Division removed, overhauled and replaced all three deck edge elevator accumulation banks and sliding doors. The divisional door, #3 and #7 replenishment at sea (RAS) winches were also removed, overhauled and replaced. The Hagan controls for both the port and starboard catapults were recalibrated and the trough heat piping was hydro tested. A ship alteration (ShipAlt) was completed that increased the capacity of shore supplied L.P. (low pressure) air (old piping system was removed and larger diameter piping was installed to increase capacity of the ship service air system) when aligned to shore air. Another ShipAlt installed L.P. air supply lines, valves and fittings on the port and starboard catwalks to facilitate the use of special pneumatic tools for flight deck use. Class 'B' overhauls were conducted on the #11 and #12 HPAC's (high pressure air compressor) as well as the #1 and #2 MPAC's (medium pressure air compressor) by members of the division. The #3, #5, #10 and #16 fire and flushing pumps were rebuilt along with the #1 LPAC. The #2 and #3 L.P. air compressors were replaced aboard MIDWAY with refurbished units from the ex-USS ORISKANY and ex-USS FRANKLIN D. ROOSEVELT. The #1, #2, #3, #4 and #5 air conditioning unit's salt water circulation pumps and rotor assemblies were rebuilt and repaired; additionally, the #5 air conditioning unit's compressor and speed increasers were rebuilt. The forward diesel's main fuel pump was removed, rebuilt and reinstalled by members of the division. The forward diesel's blower was removed and rebuilt by SRF Yokosuka with the division's assistance. Numerous repairs were conducted on the 33 foot officer's boat, including piston replacement and drive preservation. Brakes were manufactured by the machine shop for a visiting flag officer's aircraft. The machine shop also repaired the emergency brakes on one of MIDWAY'S missile/bomb elevators as well as numerous jobs for the propulsion plant. The LOX plants work center upgraded the spectrophotometer analysis format for MIDWAY'S airwing.

b. (U) Damage Control Division maintained shipwide damage control readiness. Specific areas of responsibility included: fixed firefighting equipment, ten repair lockers, armored watertight hatches, and a large CBR inventory. A \$100,000+ quarterly budget was necessary to maintain the material readiness of damage control equipment throughout the ship. In addition, DC Division coordinated shipwide training for the ship's 4,000 crewmembers in the areas of basic damage control, repair locker

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training and DCPO training.

c. (U) Electrical Division started out this year with electrical equipment and systems in a high state of operational readiness. Efforts were concentrated on improving the electrical and supply ventilation motors which were overhauled. This accomplishment helped reduce the heat stress problem. E Division established a 16 man "tiger" team that identified and corrected over 1500 MTT discrepancies in preparation for MIDWAY'S OPRE in July. Lighting shop workcenter reduced five pages of electrical internal work requests to less than one half page in addition to correcting over 3000 electrical trouble calls. The interior communications side of E Division performed exceptionally well, making repairs to over 90 sound powered phone systems, repairing and aligning all 37 gyro repeaters, retubing and aligning both MK19, Mod 3 gyro compasses. The IC gang made critical and expeditious repairs to the ship's wind indicating system and the 1, 2, 3, and 5 MC announcing systems. The galley equipment was maintained at it's most productive level throughout 1987, with most gear operating at 100%.

Flight Deck Lighting was responsible for making repairs to 12 runway lights in addition to troubleshooting and repairing the flight deck sequence flasher, and other visual landing aids.

The Aviation & Ordnance shop maintained the aircraft engine starting systems and aviation fueling stations in a high state of readiness. This crew responded to over 600 trouble calls and made electrical/electronic repairs to 18 AESS stations and 6 AFS stations, replacing over 12 AESS cables and over 16 cable heads to keep the Airwing in operation.

The telephone exchange technicians performed repairs, installations, and troubleshooting to over 400 telephone related jobs. This work center maintained the telephone system (Dimension 2000) 100% operational.

After July, E Division, in addition to maintaining the vast multitude of electrical equipment and systems, began heavy concentration in the training and preventive maintenance areas. The turnover of new people and the positive attitude of key personnel resulted in a successful COMNAVAIRPAC 3M inspection. E Division had a recorded accomplishment rate of 93%, the highest in the Engineering Department.

Overall 1987 brought excitement, thrills, lots of hard work and self satisfaction to E Division personnel keeping this 43 year old carrier operating.

d. (U) Repair Division was instrumental in the completion of the list control system that was installed during EISRA 86 by SSK, LTD. The system was made fully operational in August, allowing pushbutton control of the ship's angle of heel. CHT system hydroblast training was given to eleven members of the head checks and CHT shops by NAVSSES, allowing Repair Division to perform perform this cleaning process without outside help. An epoxy coating was applied to CHT zones 3A and 3B by Kantoh Kosan, LTD to evaluate its ability to reduce calcium deposits in the piping. The Sheetmetal Shop continued to upgrade and maintain

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the Ellison doors and joiner doors throughout the ship. The Shipfitter Shop completed a multitude of complex repairs to the propulsion plant, as well as a plethora of other projects shipwide. The Carpenter Shop routinely was called upon for staging, crates and plaques whenever needed, and built special stages for the Wayne Newton and Bob Hope USO shows. The HT rate was split into hull technician and damage controlman, allowing more specialization within the two rates.

e. (U) Boilers Division successfully completed material inspections and required drills and evolutions for OPRE 1987 without the identification of a failed graded evolution. In addition, B Division:

(1) Completed annual boiler inspections of four boilers, including the preservation, overhaul and maintenance of

(2) Replaced two superheater headers with associated superheater tubes.

(3) Replaced four fresh water priming pumps and three fresh water pumps to better support the potable water demands of the 4400 man crew.

(4) Conducted class B overhaul of two forced draft blowers, ensuring their operational readiness prior to deployment.

(5) Mechanically cleaned the watersides of all 12 boilers using a 10,000 PSI waterjet machine.

(6) A ShipAlt installed piping modifications to allow the increased capability to light fores in all 12 boilers using the electric fuel service pumps.

(7) Hydrostatically tested the 1500 feet fuel oil transfer main, replacing 35 feet of piping.

(8) Conducted class B overhaul of number 6 electric fuel oil transfer pump.

(9) Replaced fuel oil manifolds in number 1 and number 4 main engine rooms.

f. (U) During 1987, M division replaced six of eight main feed pumps. The first, 1A, had a thrust bearing failure; inspection of internal surface of pump showed heavy erosion and casing was later replaced. 1B seized during low water in Deaerating Feed Tank casualty, 2A sheared the drive shaft for attached Lube Oil Pump and wiped all bearings and bent the turbine rotor shaft; 2B rotor seized during operation, cause unknown. 4A Main Feed Pump seized while in standby and the pump casings for 1A and 4B Main Feed Pumps developed numerous pin hole leaks in the casing which could only be repaired by Ships Force using liquid steel.

In February, number 2-12 spring bearing wiped when the oiler ring failed. Bearing was replaced inport Sydney, Australia by ships force. In late August, M division had the quill shaft coupling on number 2 reduction gear replaced by SRF Yokosuka under the guidance of Westinghouse. All quill shafts were inspected, tooth wear recorded and units timed. No unusual wear or damage noted. Over the year, five of eight SSTG throttle valves were overhauled for excessive wear and sticking. Inspection of lower hydraulic piston rings were added to take up

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for wear on piston liner. Ships drawings and tech manuals do not show this addition. During the year, ships force and SRF Yokosuka/Subic overhauled, in addition to above, seven of eleven firepumps, four of eight main feed booster pumps, three of eight condensate pumps and miscellaneous steam valves.

4. (U) WEAPONS DEPARTMENT:

a. (U) USS MIDWAY Weapons Department excelled both operationally and administratively throughout 1987 competitive cycle. All inspections were conducted with the following results: (b) (3) (A)

(b) (3) (A), Mining Readiness Certification Inspection (MRCI) - satisfactory, Advanced Training Assessment (ATA) - outstanding. Shipboard Explosive Safety Inspection (SESI) - outstanding.

b. (C) January 1987 concluded with the first of four successful TORPEX events (b) (3) (A)

(b) (3) (A) February saw a smooth no-notice 67 ton ammo offload to USS KISKA (AE-35), a Weapon Safety Assist Team (WSAT) visit, and MK-36, 40 DST training in Subic Bay, R.P. (b) (3) (A)

(b) (3) (A)  
(b) (3) (A) During July and August, a 15-man Weapon detachment went to NAF Kadena, Okinawa and supported CVW-5, which expended 66 tons of ordnance. EOD Mobile Unit One, Detachment Three Nine, conducted MIDWAY's first OTTO Fuel II spill exercise during September. In so doing, Weapons Department demonstrated skill and attention to safety unique to any major combatant, and was praised for such by both the C.O. of the delivery vessel and the Battle Group Commander. Continuing to onload enroute North Arabian Sea operations in November, Midway accepted 285 tons of conventional ordnance and conducted two no-notice bomb buildups. Both buildups were completed in one-half of the time allotted by the Battle Group Commander. On 9 November, a type commander ordered an inspection and reconfiguration of Heat Sensing Devices (HSD) installed in ammunition magazines. Weapons department conducted an indepth investigation to verify the change and did not concur with ordered reconfiguration. This, in turn, initiated further investigations by the type commander and manufacturer which will more than likely concur with MIDWAY's findings. Weapons Department dilligence and alertness saved an estimated 350 man hours and possible catastrophe due to improper configured HSD's.

c. (C) In December, an additional 60 tons of ammunition were brought aboard via VERTREP and CONREP. (b) (3) (A)

(b) (3) (A)

On 29-31 December G-4 elevator shop conducted its first ever underway repair of Weapons elevator US 3, whose cables broke (b) (3) (A)

(b) (3) (A)  
(b) (3) (A)

The repair, normally done by the SRF Yokosuka, was

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completed in a record setting 43 hours by ship's force personnel. Throughout the I.O. cruise, Weapons Department cross-decked enlisted personnel to other ships of Battle Group, particularly in the GMB and TM rating, a definite morale booster and superb training opportunity for those concerned. Weapons helped to achieve re-enlisted and retention figures 22% above CNAP goals, contributing to MIDWAY winning her second straight Golden Anchor Award.

5. (U) COMMUNICATION DEPARTMENT:

a. (U) MIDWAY's Communication Department transmitted 59,716 and received 372,046 messages for a total of 431,762 messages handled during the year. In meeting its operational commitments the department maintained satellite and long-haul high frequency (HF) radio links with naval communications area master stations (NAVCAMS) Western Pacific located in Guam, as well as Naval Communications Station Japan, Naval Communications Station Philippines, NCS H.E. Holt, Exmouth Australia and NCS Diego Garcia. Visual signals statistics as follows: sent tactical flashing light: 3,665, non-tactical flashing light: 259, semaphore: 136 and flag hoist: 72, for a total of 4,132; received tactical flashing light: 339, non-tactical messages received: 736.

b. ~~(C)~~ During the first quarter of calendar year 1987 MIDWAY underwent extensive refresher training and Advanced Training Assessment, all successfully completed. During the following months MIDWAY communications provided efficient, reliable, and accurate command and control communications to her embarked staff and airwing throughout operations in the South China Seas and deployment to Eastern Australia. A high level of operator proficiency was maintained by conducting 380 readiness exercises to bring the total number to 527 for the competitive cycle. During the second quarter CY87 the Communications Department had an unplanned loss of 18 personnel due to administrative discharge. Also during this period the MIDWAY was given an unannounced 3M inspection from COMNAVAIRPAC; the Communications Department received a satisfactory grade of 85.1. During the third quarter of 1987, the Communications Department was tasked with the drafting and implementation of the communications/frequency plan for ANNUALEX-62G. This major two week exercise between the USN and JMSDF involved over 90 surface and submarine units. The fourth quarter saw MIDWAY deploy in mid October for a six month Indian Ocean deployment. During the transit to the North Arabian Sea the Communications Department maintained a highly successful single channel BR-6028 modem termination with NCS H.E. Holt. The endeavors of all concerned established a new NAVCAMS WESTPAC verified record of 530 messages processed in one 24 hour period. Soon after arriving on station in the North Arabian Sea the MIDWAY Communications Department established reliable TTY and voice communication with Sultan of Oman forces. These two circuits designed to be used in the event of an emergency aircraft delivery had not been fully functional

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until the arrival of Battle Group Alfa.

6. (U) SAFETY/3M DEPARTMENT:

(U) An active local multimedia approach was utilized to sustain the high level of safety consciousness on board. Numerous safety oriented TV and radio spot productions and editorials were created locally and aired by ship's closed circuit systems on a regular and adhoc basis. The ship's daily newspaper published 15 articles on safety topics during the year. The ship's bi-monthly safety magazine published 50 pages of original articles, safety news and unique tear out posters for CV/CVW and DESRON 15 ships to promote hazard awareness ashore and afloat.

Four comprehensive ship/airwing safety standdowns were conducted. The standdowns emphasized basic safety concepts, NATOPS professionalism, lessons learned and safety in future evolutions. During CY-87, 321 NATOPS change recommendations were forwarded. Eight articles were submitted to various Naval Safety Magazines, and six Safety Posters were submitted to Naval Safety Center. CVW-5 squadrons nominated a total of eight personnel as pro of the week. Thorough accident statistic programs were developed and maintained on mishaps involving Midway/CVW-5 personnel. These statistics were presented in a variety of formats and reviewed monthly in safety committee and safety council meetings. All injuries to personnel were recorded so that repeated and high incident problems would be identified and corrected.

(U) Safety organized an aggressive program for locating safety discrepancies and followed through to ensure correction. Safety Department personnel conducted daily ship inspections, and wrote and followed through on over 2000 discrepancy reports. Safety Department also initiated a program to ensure that aircraft were tied down properly during all weather conditions and operations. Safety reporting was actively utilized in both the mishap and near-mishap categories. Thorough hazard reports on a wide variety of topics were initiated and forwarded via the chain of command. Reporting was often performed jointly with embarked squadrons or with the ship repair facility in Yokosuka, Japan.

(U) Midway experienced three major aircraft accidents during 1987. The first involved a C-2 that landed too far to the right of the flight deck and damaged three helos along with the C-2. The accident was attributed to pilot error. The second accident happened on the way out to relieve the USS RANGER in the Indian Ocean. HS-12 lost a helo during routine flight ops and the accident was judged to be mechanical failure. One person was killed in the helo accident and presumed to be lost at sea. The last incident of the year involved the loss of a EA-6B during night ops. The specific cause of this incident was never determined and can only be speculated. This sad accident caused the lives of four crew members to be lost.

(U) 3M: The grade of the COMNAVAIRPAC 3M Inspection in

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September of 1987 was 83.4%. 3M documentation, PMS spot checks and the number of jobs listed on the CSMP continue to increase since the implementation of OMMS (Organizational Maintenance Management System). 3M also provided training in OMMS to all levels. With outstanding performance of the 3M system, Midway maintained a high standard of material readiness that set the example in the Seventh Fleet. 3M conducted 301/302/303 classes for the PQS qualification of over 1200 officers and enlisted crewmen. Zip reports and other printouts were streamlined, increasing the efficiency of the zone inspection program and the safety inspection program.

7. (U) DECK DEPARTMENT:

(U) Deck Department highlights for 1987 began with a very successful REFTRA from 18 January to 2 February in which Deck Department received a 98% or better in all graded exercises. This was followed by successful underway periods including a port visit to AUSTRALIA in which MIDWAY moored to a buoy in record time of 24 minutes. The year closed out with MIDWAY underway in the Indian Ocean.

While underway, Deck Department safely anchored 15 times, moored 10 times and completed 87 safe unreps:

- (1) (U) 48 fueling at sea
- (2) (U) 22 connected replenishments
- (3) (U) 12 fueling of escorts
- (4) (U) 05 Personnel highline transfers

(U) Individual UNREPS included: Passumpsic (15), Kiluaea (7), Spica (1), Mispillion (13), Navasota (5), Cimarron (7), White Plains (4), Ramsey (3), Canberra (1), Sydney (1), Elliot (1), Towers (1), Francis Hammond (2), Oldendorf (1).

(U) Deck Department expended or issued over 10,400 gallons of paint for painting and preserving MIDWAY in 1987.

(U) Deck Department successfully passed the following inspections; 3M, 97.5%, and Golden Anchor 89%.

8. (U) MEDICAL DEPARTMENT:

(U) MIDWAY's Medical Department provided a full range of medical services and support to the officers and men of MIDWAY, CVW-5, embarked staffs, Battle Group ALFA and Task Force units deployed in Indian Ocean. Five Medical Officers, one Medical Administrative Officer, one Nurse Anesthetist and 30 Hospital Corpsman provided this medical care with no significant loss of services or capabilities during the period.

(U) Statistics:

Outpatient visits: 17,856

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Inpatient visits:	306
Laboratory tests:	18,871
Pharmacy units:	35,713
X-Ray exposures:	2,789
Physicals performed:	1,541
Surgical procedures:	278
Immunizations:	7,040
Audiograms:	2,047
Pulmonary Function Studies:	42
HIV Virus Screening:	1,987
Electrocardiograms:	186
Eye Refractions:	259
Spectacles Ordered:	1,367
Limited Services:	2,258

(U) Major equipment installed included: Blood Chemistry Machine (DT-60), Zenith data systems computer, SNAP-1 computer, Anesthesia Machine, Blood Cell Counter, Vital Signs Monitor, one Audiometer, Ventilator and an O.R. Light.

(U) Notable records achieved during this period were:

1. Received an overall grade of 100 percent on 3-M Inspection.

2. Received an overall grade of 100 percent on In-Patient Record Audit by Naval Air Force Pacific Fleet and achieved full certification.

3. Obtained Composite score of 98.6% for overall Medical Complexes during this competitive cycle.

4. Achieved a grade of 99.4% on General Damage Control Personnel Qualification Standards.

5. Received an overall grade of 99.2% on Mass Conflagration exercise with Air Department.

9. (U) DENTAL DEPARTMENT:

(U) MIDWAY's Dental Department provided high quality comprehensive dental care to the officer's and men of MIDWAY, embarked staffs, Air Wing, and Battle Group ALFA. Four dental officers and nine dental technicians recorded over 96,000 dental procedures in 1987. An aggressive dental recall program was executed in order to insure every MIDWAY crewmember received an annual examination, and preventive dental services. While on deployment the dental department provided emergency treatment for the entire Battle Group. Through the Tinker Tailor program MIDWAY's dental department provided administrative and professional support to its escorts. Major material additions included Zenith Hard Drive Computer.

(U) Notable accomplishments included:

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(1) Raised the dental operational readiness above the required 80% level for every department and squadron aboard MIDWAY.

(2) Eliminated all dental class IV patients aboard MIDWAY.

10. (U) TRAINING DEPARTMENT:

(U) During 1987, a total of 1,022 Petty Officers were advanced. A total of 24 GED examinations were administered. 13 PACE courses were offered through Central Texas College, with 165 crewmembers completing courses. Seven (45 classroom hours each) high school courses were offered. A total of 117 completed the course. A total of 1305 Military Leadership examinations were administered.

(U) MIDWAY graduated 50 personnel as direct inputs to Class 'A' School. 192 crewmembers received Class 'C' Schools training.

(U) Twenty-four personnel were advanced under the Command Advancement Program (CAP): two to E-6, six to E-5, and sixteen to E-4. A total of 1239 personnel attended MIDWAY Indoctrination, receiving Damage Control Training, Substance Abuse Prevention and Intercultural Relations Lectures, Vehicle Drivers Safety course, Security Briefings and Shipboard Familiarization.

11. (U) AIR DEPARTMENT:

a. ~~(C)~~ Statistics for 1987:

Month	Arrested Landings	Catapult Launches	JP-5 Consumed
JAN 1987	1,327	1,292	1,943,590
FEB	581	609	851,995
MAR	918	919	1,531,272
APR	537	487	726,209
MAY	891	887	1,522,895
JUN	926	927	1,616,070
JUL	353	407	525,185
AUG	0	0	0
SEP	790	788	1,120,708
OCT	1,079	1,026	1,752,816
NOV	1,327	1,327	2,409,103
DEC	1,244	1,243	708,675
Totals	9,973 TRAPS	9,912 CAT	14,708,478 GALS

b. ~~(C)~~ Arrested Landing Milestones:

304,000      14 JAN 87      FA-18      112

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305,000	30 JAN 87	E2-C	601	
306,000	09 MAR 87	FA-18	305	
307,000	30 APR 87	FA-18	201	
308,000	01 JUN 87	C-2A	423	
309,000	03 JUL 87	FA-18	102	LT EATON
310,000	27 SEP 87	FA-18	107	
311,000	30 OCT 87	FA-18	207	LCDR GLAZER
312,000	21 NOV 87	C-2A	422	CDR BEARD
313,000	14 DEC 87	EA-6B	606	

12. (U) NAVIGATION DEPARTMENT:

- a. (U) Linear Miles Steamed: 66,749
- b. (U) Inport Days: (147 Yokosuka, 33 days in other ports)
- c. (U) At-sea Days: 185

13. (U) AVIATION INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

a. (U) Production Data:

Month	Components Processed	Components RFI'D	Department RFI Rate %	Rotable Pool Effectiveness %
JAN	1509	938	68.9	95.7
FEB	1005	656	67.0	94.0
MAR	1533	923	61.2	94.2
APR	1266	801	65.6	96.2
MAY	1871	1101	69.3	95.1
JUN	1636	982	66.1	99.2
JUL	1060	598	64.9	94.0
AUG	1153	563	56.0	95.6
SEP	1730	986	66.8	96.1
OCT	2141	1336	68.7	97.0

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NOV	2746	1664	67.8	99.2
DEC	2805	1634	63.8	99.2

b. (U) Sustained support equipment availability rate over 95% percent.

c. (U) Departmental Inspections/Assist visits completed:

Month	Grade	Inspection/Visit
(b) (3) (A)		
APR 87	Outstanding	COMNAVAIRPAC AIMD Management Inspection (AMI)
APR 87	Outstanding	COMFAIRWESTPAC Material Condition Inspection (MCI)
OCT 87	Satisfactory	COMNAVAIRPAC ESD certification
NOV 87	Outstanding	COMFAIRWESTPAC Material Condition Inspection (MCI)
NOV 87	N/A	Miniature/Micro miniature repair station certification

d. (U) Major Projects Completed:

(1) (U) Established I level F/A-18 Composite Repair Facility.

(2) (U) Stood up first hard site EA-6B "Van" complex which included ECP-390 Avionics package for EA-6B ICAP II support.

(3) (U) Implemented T-56 and E-2/C-2 Propeller repair/build up capabilities. Completed the first T-56 QECA Power Section Change in 30 hours and the first E-2 propeller build up in 12 hours.

(4) (U) Established T-58 engine repair, QECA build up and dynamic test capabilities.

(5) (U) AIMD assumed custody and operation of the Tire and Wheel Rotatable Pool.

(6) (U) Established joint MIDWAY/CVW-5 Aircraft Battle Damage Repair (ABDR) Team.

(7) (U) Upgraded spectrographic oil analysis capability with installation of new A/E 35U-3A system.

(8) (U) Manufactured AERO 21C skid adapters to permit F/A-18 FLIR Pod testing using aircraft power without having to load pod.

(9) (U) Submitted over 10,000 changes and additions to the Individual Component Repair List (ICRL).

e. (U) Upline feedback and improvement recommendations:

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(1) (U) Naval Aviation Maintenance Discrepancy Reporting program submissions include:

Engineering Investigations requests	62
CAT I Quality Deficiency Reports	11
CAT II Quality Deficiency Reports	28
Technical Publications Deficiency Report	42
Hazardous Material Reports	7

(2) (U) Initiated and submitted 91 Local Maintenance Requirements Cards (MRC).

(3) (U) Agenda items/action chits submitted for each F/A-18 site activation meeting and reliability improvement program review.

(4) (U) AIMD had the lead in all CV-41/CVW-5 foreign object damage (FOD) investigations.

f. (U) Local resource management improvements:

(1) (U) Effortlessly brought on line SEAOPDET personnel management program. All AIMD personnel are PCS to MIDWAY, unlike all other PACFLT CV'S.

(2) (U) AIMD acts as site manager for NALCOMIS Phase 1. Transition from SIDMS to NALCOMIS Phase 1 accomplished while underway and operating with CVW-5 embarked.

(3) (U) Established satellite AMSU/DCU at NAF Atsugi with NALCOMIS Phase 1 terminal tie-in to MIDWAY during inport periods. This joint effort with NAF Atsugi AIMD provides single point of contact and single point repairable processing center for CVW-5 while the maximizing capability and availability of both MIDWAY and Atsugi AIMD's.

(4) (U) Participated jointly with MIDWAY Supply Department in Naval Aviation Maintenance Office (NAMO) sponsored productivity improvement workshop.

(5) (U) Initiated comprehensive upkeep tracking program for over 200 pieces of support equipment, resulting in comments including "best afloat support equipment" during formal inspections.

(6) (U) Initiated plain language Broadarrow SITSUM reporting to augment daily AMRR reporting. These SITSUMS maximize the use of Just Plain English (JPE) in advising operations and logistic commanders.

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14. (U) EXECUTIVE DEPARTMENT:

(U) The Executive Department had another banner year. 1987 contrasted with the preceding year in that the ship, which underwent a major eight month modernization/availability in 1986, and spent much of the year in Yokosuka, Japan, was at sea and operational most of 1987. One change in the Admin Department was to establish three divisions, with X1 Division consisting of the Personnel Office and CIAC, X2 comprising the Admin Office, Captain's Office, Post Office and Print Shop, and X3 consisting of the Public Affairs and Special Services.

a. (U) In X1 Division, the Career Information and Counseling (CIAC) workcenter captured its second consecutive COMNAVAIRPAC Golden Anchor Award for retention excellence for 1987. The Personnel Office transferred 1,040 (including 220 in a 24 day period), and received 1,245 for duty (including 200 at one time under the new SEAOPDET concept). They also handled over 500 TAD orders, processed over 3,600 enlisted evals, and issued 3,120 ID cards. Despite this workload, customer service continued to be outstanding.

b. (U) The Captain's Office continued to excell in administration of ship's correspondence and directives, administration and custody of officer personnel records, and the maintenance of reports. Additionally, the office processed 70 gains received for duty and transferred 74 officer personnel. Numerous TAD requests for various schools and inport shore requirements were also processed. The Admin Officer processed 13 Navy Commendation Medals, 45 Navy Achievement Medals and 149 Letters of Commendation for this years Indian Ocean deployment. Additionally, Admin processed one Legion of Merit, 12 Meritorious Service Medals, 26 Navy Commendation Medals, 37 Navy Achievement Medals (end of time), 33 Navy Achievement Medals (CO awarded), and 20 Letters of Commendation.

c. (U) MIDWAY postal clerks handled over 727,986 pounds of incoming and outgoing mail for ships in company, embarked squadrons and ship's company personnel. The postal staff was not fully manned throughout the year due to the assigning of three postal clerks to NAVSUPPFAC, Diego Garcia during the Indian Ocean cruise. Therefore, the Post Office mustered eight on board MIDWAY and four ashore in their TAD status from 17 November through the end of the year, during the Christmas rush. During 1987, the Post Office processed in 544,191 pounds of mail, and processed out 183,795 pounds, 34,163 money orders, worth \$5,743,285 were sold, 1,800 money orders worth \$279,447 were cashed. The Post Office maintained a \$65,000 stamp fund for approximately 4,500 personnel, \$116,344 worth of stamps, and \$77,990 worth of postage meter stamps were sold. 3,935 registered articles were accepted for mailing, and 3,897 insured articles were accepted for mailing.

d. (U) The Print Shop did a superb job supporting flag, CVW-5

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and eight squadrons, in addition to meeting the ship's company's high demand for printing. Major publications, routine printing requests, the daily paper, POD, daily flight schedules and operation plans have been part of the daily norm for the lithographers. The management of supplies to keep the shop going has been a constant challenge and worthy of special praise. A total of 6,230 jobs were processing during 1987.

e. (U) The X3 Division had an active year. In Special Services, tours were established for sailors to visit various attractions during port visits. Countries included the Philippines, Hong Kong, Australia and Kenya. In just one example, over 1,800 personnel took advantage of tours in Mombasa, Kenya. Gym equipment and weight rooms were reworked for crewmembers. Numerous dependent tours to ports of call were also coordinated by Special Services. The Public Affairs and television workcenters were recognized for meritorious achievement by winning four CHINFO Merit Awards in print and television projects. In the PAO area, over 12,000 people visited MIDWAY during port visits and VIP embarks. Media representatives from Hong Kong, Singapore and the DOD Arabian Gulf Media Pool visited the ship and were provided tours and interviews with senior officers and crewmembers. Upon arrival in Subic, enroute to the IO, 45 internationally affiliated media representatives were on hand for interviews with PAO, and a tour of MIDWAY, the Battle Group commander's flagship. Over 1,000 CONREL letters were processed. The ship's newspaper was extended to a daily newspaper instead of a weekly publication, and a Family Gram issue (every 13-14 days) was sent to the families in Japan. In the television area, a teletype was installed in the studio to provide AP/UPI news for a nightly newscast. This, coupled with the daily newspaper, provided the crew with the most current world and area news available. Overall, the Admin Department set high goals for 1987. These goals were exceeded, and the Admin Department wrote another proud chapter in the history of USS MIDWAY.

15. (U) CHAPLAIN DEPARTMENT:

The Chaplain Department held a Festival of Faith for all the faith groups on board. Appropriate special observances of Dr. Martin Luther King's Birthday, Black Awareness Month, Easter, POW/MIA, Hanukkah and Christmas were well received.

The Chaplain Department organized and sponsored a trip to Tokyo Disneyland for 38 orphans and five staff from Kobo Cottage Orphanage on 29 August.

Received visit from Rear Admiral John R. McNamara, Chief of Chaplains and Captain Raymond H. Dressler, Jr., Executive Assistant on 17 December.

16. (U) MARINE DETACHMENT:

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(U) 9 January 1987 marked the day of departure for USS MIDWAY (CV-41) from Yokosuka, Japan for a two and one half month cruise. The first month was devoted towards mission oriented training to ensure readiness and prepare for a major upcoming inspection. (b) (3) (A)

(b) (3) (A)

(U) Additionally, this deployment provided several short inport periods. Training was given priority. The detachment availed itself of the rifle range at Camp Tamez, RP, and qualified with their service rifle. The semi-annual PFT was administered and Marines fired both the 'A' Course and Close Combat Pistol Course. During the remainder of the port visit, several Marines had the opportunity to attend the Jungle Environment Survival Training School (JEST).

(U) Thereafter, MIDWAY sailed and returned to her homeport on 20 March. During this inport period several squadron change of commands were scheduled. The detachment provided the color guard for each of these ceremonies. Of significance was the Commanding Officer, USS MIDWAY change of command. The detachment provided two platoons and a color guard detail.

(U) On 23 April, MIDWAY weighed anchor and set sail for a three month cruise. Mission oriented training, certification of newly joined Marines, and personnel changes within the detachment were the highlights of this at-sea period. Several ports were visited, including Hong Kong and Sydney, Australia. The Marines had the opportunity to train with the 5/7 Royal Australian Regiment. The Marines fam-fired weapons peculiar to the Australian Army and tested their skill and stamina with a grueling endurance course.

(U) On 3 July, the MIDWAY commemorated Independence Day by arriving in Subic Bay, RP. The Marine Detachment held a field meet at Grande Island on 7 July, finishing the day with a barbecue. After this brief port call, MIDWAY completed her cruise and returned to Yokosuka. Taking advantage of a return to land, the detachment expanded its physical training program and reinforced with small unit infantry tactigs and lald Navi'ation training.

(U) The detachment deployed to Okinawa on 15 August, spending a week at NTA developing jungle patrolling orienteering skills. After returning to Yokosuka, Marines spent several days at Marine Barracks, training with the M1911A1 and firing the close combat pistol course.

(U) The semi-annual physical fitness test was given on 2

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September. Training focused on security procedures as the Detachment prepared for its upcoming six month Indian Ocean cruise. New sentries were intergrated into the guard, and tactical fundamentals were stressed. The detachment turned to its ceremonial role on 15 July, as the Secretary of the Navy, former Marine Captain James E. WEBB visited MIDWAY. The Marine Detachment provided security and an honor detail.

~~(C)~~ The operational tempo increased as MIDWAY sailed for the North Arabian Sea on 15 October. Special Weapons were on-loaded on 26 October, taxing the Security Force to its limits. After a brief port call on 5 November, in Subic Bay, RP, where the Detachment celebrated the Marine Corps Birthday Ball, Midway continued on her cruise.

(U) While MIDWAY supported numerous Earnest Will missions in the North Arabian Sea, the Marine Detachment continued to train. Marines extensively fam-fired all guard weapons and worked on required close combat skills. An inspection team from NWTG came aboard on 4 December, providing technical assistance for the DNSI to be held in 1988. MOS training was highlighted by several rappelling exercises from weapons elevators aboard ship to Navy SH-3 helicopters.

(U) The focal point during the reporting period has been toward mission readiness, e.g., special weapons movement and guard related duties. Approximately 75% of the training program was devoted toward these areas as special weapons security requires a zero error rate. Work up training in security had been devoted during the latter months due to the upcoming DSNI in February 1988.

17. ~~(C)~~ FOREIGN AIRBORNE RECONNAISSANCE FLIGHTS FLOWN AGAINST MIDWAY

DATE	AIRCRAFT	LOCATION	CPA TO CV-41 (NM)
20 JAN	TU-95/TU-142	S. CHINA SEA	124
23 JAN	TU-95/TU-142	SCS	222
27 JAN	TU-16 (2)	SCS	46
30 JAN	TU-95/TU-142	SCS	142
30 JAN	TU-16 (2)	SCS	98
13 FEB	TU-16 (2)	SCS	56
13 FEB	TU-95/TU-142	SCS	165
17 FEB	TU-95/TU-142	SCS	91
6 MAR	TU-16 (2)	SCS	5
10 MAR	TU-16 (4)	SCS	160
10 MAR	TU-95 (2)	SCS	92
17 MAR	TU-95/TU-142	BASHI CHANNEL	188
29 APR	TU-95/TU-142	N. PHIL. SEA	218
29 APR	TU-95/TU-142	N. PHIL. SEA	250 FT
12 MAY	TU-95/TU-142	SCS	90
8 JUL	TU-95/TU-142	SCS	226
10 JUL	TU-95/TU-142	BASHI CHANNEL	168

22 SEP	TU-95 (2)	N. PHIL. SEA	54
21 OCT	TU-16 (2)	SCS	170
21 OCT	TU-95/TU-142	SCS	130
28 OCT	TU-95/TU-142	SCS	126
29 OCT	TU-95/TU-142	WPAC/SCS	205
11 NOV	MIG-23 (6)	SCS	160
12 NOV	TU-95/TU-142	SCS	5
23 NOV	IL-38 (2)	N. ARAB. SEA	2
25 NOV	ATLANTIQUE (1)	NAS	53
26 NOV	IRANIAN P-3F	GULF OF OMAN	106
27 NOV	IRANIAN P-3F	GOO	159
28 NOV	IRANIAN P-3F	GOO	155
30 NOV	IL-38 (2)	NAS	600FT
1 DEC	KA-27A/HELIK	NAS	600FT*
4 DEC	IL-38 (2)	NAS	3
9 DEC	IRANIAN P-3F	GOO	120
11 DEC	IL-38 (2)	NAS ENR USSR	68
21 DEC	IRANIAN P-3F	GOO	164

\* DEPLOYED FROM UDALOY DDG ADMIRAL TRIBUTS

#### 18. BATTLE GROUP ALFA COMPOSITION

Commander, Cruiser-Destroyer Group ONE (Embarked on MIDWAY)  
 Commander, Destroyer Squadron FIFTEEN (Embarked on MIDWAY)

USS MIDWAY (CV-41)  
 CARRIER AIR WING FIVE  
 USS IOWA (BB-61)  
 USS TICONDEROGA (CG-47)  
 USS HORNE (CG-30)  
 USS STERETT (CG-31)  
 USS DEYO (DD-989)  
 USS OLDENDORF (DD-972)  
 USS TOWERS (DDG-9)  
 USS FRANCIS HAMMOND (FF-1067)  
 USS KNOX (FF-1052)  
 USS WHITE PLAINS (AFS-4)  
 USS CIMARRON (AO-177)  
 USNS KILAUEA (T-AE-26)  
 USNS MISPILLION (T-AO-105)

(C) MISSION: The primary mission of Battle Group ALFA while on patrol in the North Arabian Sea was 'Earnest Will' convoy protection of U.S. flagged tanker ships transiting the Iranian Strait of Hormuz Silkorm missile envelop and readiness to execute contingency strike plans in defense of U.S ships and interests. The ships of the battle group transited many routes to the North Arabian Sea. HORNE and CIMARRON were enroute from San Diego and Pearl Harbor, respectively; WHITE PLAINS and KILAUEA from Guam; and MIDWAY and COMDESRON FIFTEEN ships from Japan. FRANCIS HAMMOND, due to an unplanned drydocking to effect repairs to her sonar, did not sail with MIDWAY. She later joined

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the battle group in the North Arabian Sea. IOWA, TICONDEROGA and DEYO joined the battle group from Atlantic waters.

~~(S)~~ The battle group supported four successful transits of U.S. flagged tanker convoys through the Straits of Hormuz. The Earnest Will missions typically occurred in the evening (approximately 1700-2300D) for convoys entering the Persian Gulf and in the early morning (approximately 0000-0700D) for convoys leaving the Gulf. Carrier Air Wing FIVE provided air cover for the convoys throughout the timeframes mentioned below and no unusual activity was detected during any of the missions.

EARNEST WILL MISSION/DATE: 87019/28 NOV, 87020/09DEC,  
87020A/13 DEC, 87021/21 DEC.

B. (U) PHOTO HISTORY:  
(photos are enclosed separately)

DATE	OCCASION
08 JAN 87	RADM SO AONO, COMFLTAIRFOR; JMSDF VADM KAMEO KOGA, CINCSDFLT, JMSDF; CAPT. MIXSON, CO, MIDWAY
29 JAN 87	RADM CAMPBELL; RADM BROOKS, CARGRUFIVE
02 FEB 87	RADM BROOKS CARGRUFIVE; CAPT SYNDER, VRC-50/ VARIOUS CV-41 OFFICER WIVES AT AIR SHOW
17 FEB 87	VADM MILLER, COM7THFLT; RADM BROOKS, CARGRUFIVE; CDR HEATH, CO, VFA-151; VADM MILLER, COM7THFLT GREETED BY CAPT WILSON
19 FEB 87	MRS FIELDS (OF MRS FIELDS COOKIE FAME) VISITS CV-41/ MRS FIELDS AND CDR <del>(b) (6)</del> , AIMD DEPT HEAD, SAMPLED HER WARES, YOKOSUKA
04 MAY 87	HONG KONG VIPS VISIT CV-41 GREETED BY ADM BROOKS, COMCARGRUFIVE; AND CAPT WILSON, CO, MIDWAY
15 MAY 87	VISIT OF BANGLADESH AMB. TO THE PHILIPPINES, SUBIC
03 JUN 87	SYDNEY PRESS WATCH AN AIRSHOW FROM CV-41
17 JUN 87	RAN MIDSHIPMEN VISIT, MGEN P.J. DAY, COMMANDANT, AUSTRALIAN DEFENCE ACADEMY
18 JUN 87	VADM HUDSON, RAN, CHIEF OF NAVAL STAFF VISITS MIDWAY

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15 JUL 87      SECNAV JAMES E. WEBB VISITS MIDWAY

24 AUG 87      BGEN PARK, ROKMC AND STAFF VISIT MIDWAY,  
YOKOSUKA

15 SEP 87      ADM 'ACE' LYONS, CINCPACFLT, VISITS  
MIDWAY, YOKOSUKA

23 SEP 87      RADM FUKUCHI, JMSDF; AND RADM CLEXTON,  
COMCARGRU THREE ON FLAG BRIDGE DURING  
EXERCISE ANNUALEX 62-G

04 NOV 87      LAST LAUNCH OF AN EA-3B SKYWARRIOR FROM  
MIDWAY (VQ-1 DET ALFA \*007)

02 DEC 87      WAYNE NEWTON PERFORMED TWO LAS VEGAS-TYPE SHOWS  
ABOARD USS MIDWAY, NORTH ARABIAN SEA

24 DEC 87      SENATOR EDWARD KENNEDY (D-MA) VISITS MIDWAY,  
NORTH ARABIAN SEA

25 DEC 87      MR BOB HOPE AND USO TROUPE PERFORM CHRISTMAS  
SPECIAL FOR BATTLE GROUP ALFA ABOARD MIDWAY, OFF  
AL-MASIRAH ISLAND

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